

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jonathan Nadler, Program Manager, (213) 236-1884; nadler@scag.ca.gov

**SUBJECT:** Overview of August 2 Goods Movement Workshop

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## BACKGROUND:

As the agency responsible for the transportation strategy and transportation control measures for the Air Quality Management Plan for the South Coast Air Basin, SCAG has been working to develop goods movement control measures to reduce emissions and help demonstrate attainment of the federal PM2.5 and ozone health-based air quality standards. These measures are intended to complement other regulatory activities and the efforts of other stakeholders.

SCAG staff held a workshop on August 2, 2007 for the Regional Council and Policy Committees which was intended to provide an update of staff's on-going analytical work relative to potential goods movement control measures that will improve system efficiencies and improve air quality.

As discussed at the workshop, staff and SCAG's transportation partners are considering a range of goods movement improvements that may be feasible for implementation by 2014 to help achieve the federal health-based annual PM2.5 standard as well as the 24-hour PM2.5 and 8-hour ozone standards which have compliance dates of 2019 (estimated) and 2023, respectively. Preliminary scenarios were developed based on varying combinations of the following components:

- rail electrification on selected portions of the system;
- accelerated upgrades to Tier III and IV locomotive engines; and
- combined electrification and accelerated locomotive engine upgrades.

These scenarios would be combined as a package with the grade separation and mainline capacity enhancement projects as previously identified in the 2004 Regional Transportation Plan (RTP) and other planning studies such that a multi-benefit, self-sustaining system can be implemented.

A preliminary study examining what combination of improvement creates the greatest air quality benefit compared to the estimated costs was presented at the workshop. The ensuing discussion focused on the concerns expressed by the railroads via a correspondence letter as well as general technical, financial, and policy considerations expressed by committee members related to potential inclusion of such measures in the upcoming RTP.

Staff presented the information with acknowledgement that the complexity of the issue requires that the potential goods movement control measures continue to be refined and vetted, including further discussion with the railroads.

# MEMO

Staff is committed to conduct additional workshops and provide on-going updates to the policy committees and other appropriate stakeholders.

## FISCAL IMPACT:

Staff support for air quality planning and policy is covered under the Air Quality and Conformity staff work elements included in the current year overall work program (08-025.SCGS1 and 08-020.SCGS1).

Reviewed by:



*Division Manager*

Reviewed by:



*Department Director*

Reviewed by:



*Chief Financial Officer*